

MACKEREL PRICE ABSORBING TOPIC

Prospect of Fleet Now Considered Good.

There is no news from the mackerel fleet today and the few vessels out have not been reported and three of them, while lately arrived are still in port.

The all absorbing topic in the mackerel fishery is the enormous price paid yesterday, both for fresh and salt mackerel. In fact the quotations on the latter break all records and while the fresh mackerel sold at a high figure, it did not equal the price paid for the salt mackerel.

Reports of a favorable nature continue to come from provincial sources which show that some fish are being taken at various places by shore fishermen and all indications point to the vessels at North Bay standing a fair chance to secure good trips down there this fall.

It also looks well at present time for the few vessels on this shore to make some good hauls before the fish leave this coast.

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MONITOR HAS FRESH HALIBUT.

Only One Other Fish Arrival at This Port.

The receipts of fish at this port today are confined to one fare of 25,000 pounds of halibut and 5000 pounds of salt cod and one fare of 50,000 pounds of fresh mixed fish the latter via Boston.

With the exception of shakers, there are not many vessels to come other than a few drift fishermen. Most of the dory handliners have been home on their first trips and will not return again until late in the fall. The trawlers comprising ten or a dozen sail are not expected home before October, so that receipts are liable to be light for some time to come.

Today's arrivals and receipts in detail are:

- Today's Arrivals and Receipts.**
- Sch. Monitor, Grand Bank, 25,000 lbs. halibut, 5000 lbs salt cod.
 - Sch. Flora J. Sears, via Boston, 50,000 lbs. fresh fish.
 - Sch. Indiana, seining, via Boston.
 - Sch. Blanche F. Irving, via Boston.

- Vessels Sailed.**
- Sch. Walter P. Gouliart, haddocking.
 - Sch. Evelyn M. Thompson, haddocking.
 - Sch. Ralph Russell, drifting.
 - Sch. Etta Mildred, Eastern deck handlining.
 - Sch. Ella G. King, Georges.
 - Sch. W. H. Reed, shore.

- Today's Fish Market.**
- Handline Georges cod, large, \$4 per cwt.; medium, \$3.50.
 - Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.
 - Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.
 - Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.50.
 - Outside sales of Bank cod, \$3.75 for large and \$3.50 for medium.
 - Salt cusk, large, \$2.50 per cwt.; medium, \$2.
 - Salt haddock, \$1.25 per cwt.
 - Salt hake, \$1.25 per cwt.
 - Salt pollock, \$1.25 per cwt.
 - Dory handline cod, large, \$3.75 per cwt.; medium, \$3.50.
 - Splitting prices for fresh fish:
 - Western cod, large, \$2.25 per cwt.; medium, \$1.75.
 - Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.
 - Western Bank cod, large, \$2.12 1-2 per cwt.; medium, \$1.65.
 - Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.
 - Haddock, \$1.10 per cwt.; hake, \$1.10 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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HALIBUT WITH OR WITHOUT HEADS.

Disturbing Element in the Local Fish Market.

"Heads with or without" appears to be the problem proving a disturbing element in the halibut market in this city, and it remains to be seen how it will come out, whether the fish will be bought with their heads on or have them cut off.

This is no new problem by any means. It is one fully as old as the halibut fishing itself.

Up to within about six months there was only one way in which halibut were bought by the local concerns, the American Halibut Company and the New England Fish Company, and that was to buy the halibut whole, with the heads on and in figuring up the trip, the amount due the vessel and crew 14 per cent. would be deducted for the heads, which the companies retained.

Old fishermen say that the heads will never average more than ten per cent. so that as good as four per cent. is thus given outright to the company.

Some time ago buyers at Portland, Me., were buying the fish with the heads off, and to meet this competition, the local firms commenced to buy with the heads on. This went on for a time, when it is claimed that the local halibut companies went back to the old way, which was somewhat unsatisfactory to the owners and crews, and the reply to their protest was that some of the skippers desired the return to the old system and certain skippers and vessels were named to bear out this contention.

New England Fish Company Willing to Buy Either Way.

Ernest L. Blatchford, representing the New England Fish Company, said this morning that so far as his company was concerned, they stood ready to buy either with the heads on or with the heads off, just as desired by the seller.

Continuing he said, "Certain demands were made of us with which we complied, providing platform scales, although owners of vessels which sold halibut continued to buy fish, by the beam scales. This was done so that they would have no excuse for going to Portland, Me., but the vessels did not come here for all that. We will buy with the heads on or with the heads off, just as the captains, owners, and crews decide upon. We are perfectly willing to agree to what they decide upon."

Sch. Monitor, Capt. John McKay, was taking out her fish at the New England sheds and the fish were being sold with the heads on.

Prices Without Heads Is Somewhat Less.

Of course it must be understood that when the fish are sold with the heads on, the price is somewhat less than when the heads are off or the 14 per cent., for each head deducted from the total weight. Still it is claimed by old fishermen that this is the most satisfactory way to sell the fish with the heads on, just as other fish are sold.

One fisherman told a Times representative that the heads were cut off in Boston when he went fishing, and that the latter were sold by the crews of the vessel to the Italian fishermen for bait. Under the 14 per cent. process, the buyer while having this amount deducted still retained the heads. It is understood that the heads can be sold in Maine or can be sold to fertilizer or glue manufacturing concerns.

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HERRING HAVE DISAPPEARED.

Capt. W. L. Curtis Reports Great Scarcity Along New England Coast.

Once more have the herring disappeared. They have been in the habit of getting out of the way very much this summer, but they seem to have gone more effectually than ever now. Tuesday afternoon Capt. W. L. Curtis, commander of the seining steamer Philomena, arrived at Portland in his craft from Provincetown. He has been after herring, but he said there was absolutely no trace of them anywhere.

"There are probably herring, but where nobody knows," was the remark. "We have searched the coast without success and other boats have done the same thing, but wholly without success."

Not only have the herring disappeared, but bluebacks also seemed to have left this region. Capt. Spear arrived in his sloop and he had just 17 bushels, hardly enough to take notice of. About a week ago, Capt. Seavey in the steamer Elthier brought in two barrels. Such small supplies as this do not even make an impression on the market. Bait is scarce at the present time all along the coast. Blue backs are being used where ordinarily herring would be placed on the hooks. Bait has been extremely scarce all the year and unless the herring and bluebacks strike in again, it is thought there will be trouble for the fishermen this winter.

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MAKING REMARKABLE RECORD.

Sch. Kineo Has Stocked \$20,389 So Far This Year.

Capt. Nathaniel Greenleaf, who is master of sch. Kineo, in the fresh halibut fishery, is making a most remarkable record this season, both for crew and owners. Since he commenced this year he has made seven trips and the crew has shared \$600. Such work as that has seldom if ever been beaten much less equalled.

The last trip which occupied but 17 days weighed off 47,000 pounds of halibut at Portland and landed 25,000 fresh and salt fish here, making a stock of \$3398.98, while the crew each shared \$96.

Capt. Greenleaf's total stock since January is \$20,389.47, which makes him highline of the fresh halibut fishermen.

Capt. Greenleaf is remembered when master of schs. Julia Woods, Grace L. Fears and Lizzie J. Greenleaf, as bringing in the largest fares and making the biggest stocks ever made by any one from this port. If his good streak continues, he now bids fair to surpass all previous records.

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Halibut Sales.

The fare of halibut of sch. Monitor was bought by the New England Fish Company at 5 cents per pound right through, including heads.

Fishing Fleet Movements.

- Sch. Moanum, arrived at Canso on Monday and cleared.
- Sch. Muriel arrived at Louisburg, C. B., Monday from the fishing ground with 135,000 pounds of salt cod.
- Sch. Elizabeth N., of Bucksport also arrived at Louisburg with 250,000 pounds of salt cod, and Capt. McIsaac reported sch. Arbutus on the banks with 200,000 pounds.
- Sch. Lillian arrived at Liverpool on Monday.

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COUNSEL ELDER DISCUSSED MORE QUESTIONS AT HAGUE.

Shows Absurdity of Some of the
British Propositions.

Capt. Anstruther Pays Tribute to American Fishermen.

(From our Special Correspondent.)

After completing his argument on question two, Counsel Samuel J. Elder took up questions three and four, relative to the imposition of entry fees and light and harbor dues upon United States fishermen without the consent of the United States when seeking harbor for the purposes named in article one of the treaty of 1818.

He claimed that although a vessel might not visit the same port twice, under the Canadian customs service she could be seized at some other port, as therefore the vessel must pay or it cannot exercise its treaty privileges. The question is, can the liberty on the treaty coast or the privileges on the non-treaty coast be made dependent upon the payment of these various charges?

Speaking on the words report and enter, Mr. Elder claimed they were not synonymous, but that if a vessel became a trading vessel or was registered with a right to trade as well as fish, she became liable to formal entry, but if she was simply a fishing vessel, she should not be called upon to do anything except simply report.

As an illustration of the difficulties of the American fishermen to enter or clear, Mr. Elder instanced the case of Capt. Edward Cosgrove of sch. Columbia, owned by John Pew & Son, of this port, who sailed from Bay of Islands, November 4, 1904, as soon as his vessel was loaded, expecting to find a cutter at the mouth of the bay and procure a clearance, but was unable to do so on account of a snow storm, and who on his arrival at Bay of Islands in another vessel later in the month was summoned before a magistrate and fined \$200.

Calling attention to the fact that the Arms are liable to be frozen over quite early in the season and if a vessel gets frozen in it means the loss of the entire season's work, and considering this question of clearance and its burdensomeness becomes apparent.

Capt. Anstruther's Tribute to the American Fishermen.

Mr. Elder also quoted from the report of Capt. Anstruther to the secretary of the admiralty, referring to American fishermen in these words:

"It is a marvel how the men do the work at all in the sort of weather one gets on the west coast of Newfoundland in the winter; blow high and blow low, it makes no difference to them, in hail, sleet, frost or snow, they fish steadily on as if they were not made of flesh and blood. Ice does not daunt them, if they cannot break it up they make holes in it and shove their nets down through and fish that way. Truly they are hardy folk and deserve every cent they get. I have seen fishing in Iceland, fishing in the North Sea and in many other parts of the world, but if I had a grudge against a man I should send him to fish for herring in the Bay of Island about Handels-Monday."

While Newfoundland or Canada is entitled to know when a vessel comes there to exercise the privilege that she is entitled to do so, it can be done in two ways, by requiring the vessel to report at the customs house or the cutter can go out to where the vessel is fishing. But it is oftentimes a burdensome thing to a vessel to have to go up into a harbor, as with the wind ahead she may be a day in getting there, and with the variability of the winds up there the wind may be ahead when she comes back to the fishing grounds and much valuable time may be lost.

Practical Working of Power Results in Hardship.

It is conceded in the British argument that the power ought to be reasonably exercised, ought not to be vexatiously insisted upon, and that the matter of its being physically impossible for the vessel to report is one of those conditions. The question whether there is any custom house within reach is another.

Mr. Elder instanced the case of sch. Everett Steele to show how any hard and fast regulation in regard to fishing vessels would bear. The vessel put in in heavy weather for shelter, and of course prepared to go to sea the instant the storm cleared, but was met by a cutter and was required to go up the harbor to the custom house and report. In the course of the conversation he was asked whether he had ever been in any port without reporting and he told them honestly enough that he had put into some place for shelter and made away early in the morning. And so they held his vessel. The vessel was released within two or three days, after her bait had spoiled, so that her catch was for that particular trip ruined.

Right to Fish in Bays and Harbors on Newfoundland Treaty Coasts.

Taking up question five, as to the rights of American fishermen to fish in the bays, harbors and creeks on the treaty coasts of Newfoundland, Mr. Elder said that the British contention was that under the first clause of the treaty which granted the liberty of fishing, no right of access to the bays was included. In other words, they say the United States only got the right to a strip of water three miles wide, and that on the outside was the open sea where any body could fish and on the inside were the bays where we could not fish and the coast.

After a lengthy dissertation as to the meaning of the terms coast and coasts as understood by the negotiators of the treaty of 1818, Mr. Elder said that if these bays, harbors and creeks are not covered by the treaty, they were not covered anywhere by that treaty. The bays renounced were not within the treaty coast limits, so the United States did not renounce them, and according to Sir Robert Bond the United States did not get them, and therefore these bays were left out by these able negotiators and never were provided for at all. If his contention is true, the negotiators were guilty of a solemn farce and in attempting to dispose of this whole controversy they left out a most important part.

Under Sir Robert's contention the United States fishermen have no right of shelter, repairs, wood or water in the bays of the treaty coast, but in case of a storm must go a long distance to get on the non-treaty coast to get shelter, while if they are short of wood or water or need to make repairs, they cannot do it, because the right of entry for those purposes was only on the non-treaty coasts. This was admitted by Sir James Winter in reply to a question by the president of the tribunal.

And while the fishermen can go into the harbors to cure and dry fish, they cannot fish in these very harbors where they have rights on the shores. The absurdity of such a proposition is apparent.

FISH RECEIPTS LESSENER.

But Fish Prices at T Wharf
Rule Low Today.

Fish receipts at Boston today show a falling off from those of the three first days of this week, there being but 14 vessels at that port and some of them have good trips.

Steamer Spray, only out three days, is in again with a big fare of haddock.

Prices show no change, which is somewhat weak, but nothing more than expected at this season.

The next two days will see a further decline in fish receipts for a greater portion of the market fleet have been in and sailed again, not to return before next week. Then many of the vessels are fishing off shore and usually make longer trips, so it may be that Boston will not see such a glut of fish again for some time.

The shore boats are now finding better fishing than earlier in the season, as can be seen by the trips they are bringing in.

The fares and prices in detail are:

Boston Arrivals.

Sch. Marion Turner, 74 swordfish.
Sch. Mabelle E. Leavitt, 2000 cod, 6000 pollock.
Sch. Seacomet, 2500 haddock, 3000 cod, 10,000 hake.
Sch. Warren M. Goodspeed, 35,000 haddock, 3000 cod, 15,000 hake.
Sch. Manomet, 7000 haddock, 18,000 cod.
Sch. Viking, 15,000 cod.
Sch. Albert H. Kilham, 20,000 cod.
Steamer Spray, 48,000 haddock, 1000 cod.
Sch. Frances P. Mesquita, 35,000 haddock, 43,000 cod.
Sch. William A. Morse, 15,000 haddock, 15,000 cod, 8000 hake.
Sch. Gertrude, 14,000 haddock, 23,000 cod.
Sch. Boyd and Leeds, 16,000 cod.
Sch. Victor and Ethan, 3,000 haddock, 5000 cod.
Sch. Annie Perry, 8000 haddock, 14,000 cod.
Haddock, \$1.25 to \$1.40, per cwt.; large cod, \$2.50 to \$3; market cod, \$1.75 to \$2; hake, \$1.10 to \$1.50; pollock, \$1.25 to \$1.50; swordfish, 12 cts. per lb.

August 26.

OYSTERS GROWN ON TREES.

Also, Fish Eat Out of One's Hand in Porto Rico, Says Report.

Oysters grow on trees in Porto Rico and fish that have never had the honor of mention on expensive restaurant menus swim unsuspectingly in the waters of Porto Rico; fish of hitherto unknown varieties will eat out of the angler's hand in Porto Rico; fish of every kind and description are waiting to be caught in Porto Rico.

All the foregoing is described in a report to the bureau of insular affairs from San Juan.

As for oysters, Capt. John H. Kerr of Baltimore, who is in Porto Rico looking over the fishing field, is authority for the declaration that they grow on trees, and the report to the bureau of insular affairs says:

"Oysters of good flavor are quite plentiful on the south side of the island; they are usually attached to the roots and lower branches of the mangrove trees at the shore."

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Codfish Sales.

The fare of salt cod of sch. Richard and fare of fresh fish of sch. Francis P. Mesquita was sold to the Gorton-Pew Fisheries Company.

The dory handline fare of sch. Hattie A. Heckman was sold to Frank F. Smith & Co.

Salt Bark Sailed.

The Italian bark Mary G., having discharged her cargo of salt which was consigned to Fred. Bradley, was towed to Boston this forenoon, where she will load lumber for Buenos Ayres.